



Volume 35, Number 9

Newsletter of the Ship Model Society of New Jersey

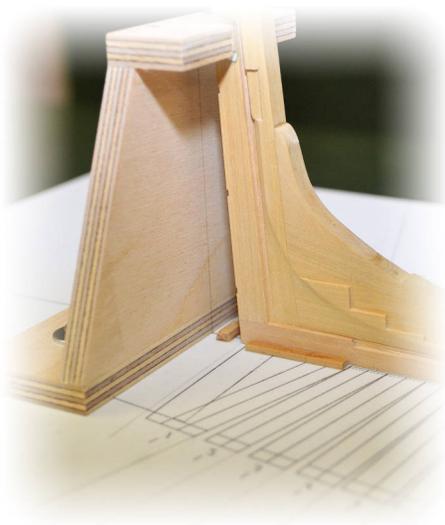
September 2017

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Our next club meeting is
September 26 at 6:45PM

ROSELAND PUBLIC
LIBRARY



SEPTEMBER NOTES...

The August meeting was opened at 1845 by President Chuck; it adjourned at 2015. There were twelve members in attendance. For photos of the meeting, [click here](#). For the best view, go full screen (F11 in Windows).

Ryland Craze, a member of the Hampton Roads Club in Virginia and regular attendee at the Northeast Joint Clubs Conference, paid a visit. Ryland asked if he needed to introduce himself as a guest. Chuck pointed out that Ryland has been to several of our meetings, beyond the three required for membership. So, Ryland is now a member of our happy group. Welcome, Ryland. Also in attendance was Kurt Johnson, a wood carver and regular contributor on *Model Ship World*. Kurt's Tuesdays have recently freed up so he decided to come to a meeting.

The August Tech Session was "Making Belaying Pins", presented by Mike Rogers. See Page 3 for details.

Three reminders:

- Please wear name tags at our meetings. They are available in a box at the back of the room next to the coffee mess.
- Last meeting, we had a low turnout and very few models. Maybe it was because it is Summer time and there were other things to do. Maybe it was because August had five Tuesdays and some went the following week. Whatever the reason, we ask that you come to the meeting. If there is something that we need to do differently, please let us know. All comments and suggestions are welcome. Also, even though we have two "Bring a Model" meetings each year, everyone is encouraged to bring a model to as many meetings as they can (there were only 2 at the August meeting). Complete or under construction is okay. Models that you completed long ago and we haven't seen for awhile are fine. Please make use of the "Show and Tell" form that is [downloadable](#) from our website. It is easy to download and is very user friendly.
- Larry Friedlander has been managing the coffee mess for quite awhile. In fact, Larry makes sure that he gets the supplies to the meeting even if he can't be there. It's time for someone else to step up. Please let us know if you are willing to take over the coffee break responsibilities. Our sincere thanks to Larry and his assistant Roy Goroski for supplying us with tantalizing treats and beverages each month. **If no one steps up by next meeting, we will forego the coffee mess portion of the break.**

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UPCOMING EVENTS

SEPTEMBER

- 23 - Group Working Session at Chuck Passaro's Workshop
- 26 - Monthly Meeting - 6:45PM, Roseland Public Library, 1st Floor

OCTOBER

- TBD - Group Working Session
- 24 - Monthly Meeting - 6:45PM, Roseland Public Library, 1st Floor
- 26-28 - NRG Conference, St. Petersburg, FL

NOVEMBER

- TBD - Group Working Session
- 28 - Monthly Meeting - 6:45PM, Roseland Public Library, 1st Floor

On the Horizon

Trip to [Gulliver's Gate](#) (Times Square)



September 26 - "Fun with Flags – A Different Method" by Chuck Passaro

Treasurer's Report and Dues: Al Geigel could not be present as he is recovering from a hernia repair (ouch!). Chuck presented the financial report. If you haven't paid your dues yet, please send Al a check so that he can close this out. Al's address is on the last page of *The Broadaxe*.

Saturday Workshop. Our next Saturday Workshop is scheduled for September 23rd at

1000. Location: Chuck's Workshop, 175 Orient Way, Rutherford, NJ. Please let him know if you are coming and enter through the back yard entrance.

Next Regular Meeting. Our next regular meeting will be on Tuesday, September 26, at 1845. The Tech Session will be "*Fun with Flags – A Different Method*" by Chuck Passaro. Chuck will be demonstrating his method for making very authentic looking flags.



There is still time to sign up. The NRG's Fall Conference this year will be held in St. Petersburg, FL from Thursday, October 26th through Saturday, October 28th.

The US Coast Guard has committed to a tour opportunity for conference attendees during the event. Concern for security prevents detailed info from being released at this time, but it's expected tours will include such vessels as buoy tenders and cutters. In addition, the Florida Institute of Oceanography (FIO) has committed that at least one of its research vessels will be available for conferees to see, and the Tampa Bay Pilot's Association has promised to make their newest pilot boat available for inspection at the same dockside facility as the USCG and FIO. Conference speakers will include Dr. Clay Feldman who will talk about his research into yet another *Fair American* (the Hawaiian one), Gus Agustin on "Techniques of a Miniaturist," Bill Maxwell on "Construction of a Brodie Stove" and David Antscherl will talk about the "Research Process." For more details, [click here](#). So far, SMSNJ members attending include Tom, Chuck, Jim L. and Barry.

OLD BUSINESS



Joint Clubs. President Chuck points out that we need to get moving on this **now**. The current committee is composed of Chuck, Tom Ruggiero, Al Geigel, and Jeff Fuglestad. Chuck asked Tom to provide a list of all the items needed and work that has to be done. We'll be asking other members for help.

TECH SESSION

Making Belaying Pins

Mike Rogers demonstrated his method for making belaying pins. This has become a necessity, since most commercially available pins are usually way out of scale and frequently ill proportioned. Mike uses a Dremel Moto Tool with 1/16" and 1/32" collets, and boxwood at about 0.05" diameter. He works with a medium speed on the Dremel and a coarse file or sanding stick.

Once the pins are turned down to about 1/32", he changes collets from 1/16" to 1/32" (to hold the lower portion of the pin) and flips the pin around. Then he starts in on the handle. Mike begins by cutting the handle to length. He then grooves the pin, using a very gentle touch and a round file.

The final step is rounding out the top of the handle. He does this by using a flat file. Mike tapers the handle end first with a flat taper and then rounds off the top. The key here is to not press on the file, but to apply gentle pressure, letting the file do the work. Note that this is a pin in 1:48 scale. Mike demonstrated the same technique for a pin in 1:64 scale.



20th Century History



HOW THE ALLIES DEFEATED THE U-BOATS AND WON THE BATTLE OF THE ATLANTIC

Part 1 — Background and History

The plan in 1939 was simple – starve the British and win the war. Starve them of food, raw materials, supplies, fuel. As an island nation, Britain relied massively on seaborne imports for its very survival. Noting that the German submarine campaign of World War I had nearly cost the allies victory in that war, Admiral Karl Dönitz was determined to make the submarine a deciding factor in Germany's ultimate triumph in World War II.

It all started slowly. At the outbreak of WWII, Germany had only 57 U-boats, mostly small, short range Type II's used mainly for minelaying. Early submarine operations were only partially successful, due to demands of the 1940 Norwegian campaign and the harsh winter of 1939-1940 which trapped many U-boats in the Baltic. The fall of France in 1940 changed all that. At a time when U-boat production was moving into high gear, Germany now had direct access to the Atlantic from the French coast. This knocked off 450 miles of travel from northern German ports, around the British Isles, to the Atlantic.

Meanwhile, although recognizing the danger of a revived submarine campaign, Britain was slow to respond. Early thinking argued that merchant ships, traveling singly, had a better chance of arriving successfully because of the vastness of the Atlantic. Those who favored convoys, successfully used in WWI, were stymied by the scarcity of available escorts, spread thin because of the Norway invasion and defense of the British homeland. The danger was real. Winston Churchill once remarked "...the only thing that ever frightened me during the war was the U-boat peril."

For the Germans, the 8-month period from June 1940 to February 1941 was known as "The Happy Time." Led by a small number of skilled U-boat captains, over 270 allied ships were sunk between June and October 1940. The U-boats were now operating in wolf packs, spread along a line roughly north and south of expected trans-Atlantic convoys traveling to and from Britain. The distance between subs could be as much as 20 miles. When a convoy was spotted, homing signals would be sent up and

down the line to draw the boats in the pack together for a coordinated attack. During this period, convoy escorts operated in a mostly defensive posture – chasing individual U-boats as they were detected and leaving the convoy vulnerable to attack by the others in the pack. On September 21, 1940, fast convoy HX 72 of 42 merchantmen was attacked by a pack of four U-boats, losing eleven ships sunk and two damaged over two nights. In October, the slow convoy SC 7, with an escort of two sloops and two corvettes, was overwhelmed. It lost 59% of its ships.

A word about convoys. Carrying goods to Britain, these were largely gathered in major port cities along the east coast of North America. Each convoy was usually a collection of vessels from multiple countries. The ships were separated into 2 groups: slow and fast convoys. Slow convoys traveled at speed of 4-5 knots, fast at nearly twice that speed. Coordination of vessels and cargoes, as you might expect, was highly complex. Ships returning from Britain were often empty, carrying ballast rather than goods. Escorts generally left either from Newfoundland or ports in the British Isles and stayed with the convoy until a "half-way" point, where other escorts from the destination country took over. Escorts also joined from Iceland and Greenland, often accompanying small groups of merchant ships meeting up with the convoy en route. As the war progressed, groups of escorts were kept together on a semi-permanent basis, becoming increasingly skilled and specialized as units.

1941 saw steady advances by the Allies in response to the late 1940 disasters. The US loan of 50 WWI destroyers to Britain, and stepped up production of British and Canadian Flower-class corvettes, began to take its toll in U-boat losses. Centralization of Western Approaches Command in Liverpool helped greatly, and the use of aircraft in U-boat detection, although in its infancy, began to be a factor. Escort crew training increased. Although the US was not yet at war, American warships began escorting Allied convoys in the western

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Atlantic as far as Iceland, and had several hostile encounters with U-boats. Radar sets on escorts began to appear.

When the US entered WWII, Dönitz immediately assigned 5 U-boats to the Americas (Operation Drumbeat). This was the start of the "Second Happy Time." Because of inexperience and a lax attitude occasioned by distance from the war in Europe, the American coast was not blacked out, with disastrous consequences. Ships, silhouetted by city lights, made perfect targets for the U-boats. During the early months of 1942, the merchant vessels were unescorted and traveled singly rather than in convoy. The first U-boats reached U.S. waters on January 13, 1942. By the time they withdrew on February 6, they had sunk 156,939 tons of shipping without loss. This gradually changed as the year progressed. Convoys were established and several British escorts were made available on a "reverse-loan" basis from Britain. U-boat losses began to mount. Toward the end of 1942, Dönitz recalled his American contingent to concentrate, once more, on the North Atlantic routes.

The Allies Strike Back

In late 1942/early 1943, winter weather provided a brief respite from the fighting, but in the spring, convoy battles started up again with the usual ferocity. There were so many U-boats on patrol in the North Atlantic, it was difficult for convoys to evade detection, resulting in a succession of vicious battles. In March, 120 ships were sunk worldwide (82 ships of 476,000 tons in the Atlantic), while 12 U-boats were destroyed. The supply situation in Britain was such there was talk of being unable to continue the war, with supplies of fuel being particularly low. The situation was so bad that the British considered abandoning convoys entirely.

The next two months saw a complete reversal of

fortunes. In April, losses of U-boats increased while their kills fell significantly. Only 39 ships of 235,000 tons were sunk in the Atlantic, and 15 U-boats were destroyed. By May, wolf packs no longer had the advantage and that month became known as Black May in the U-boat arm. The turning point was the battle centered on slow convoy ONS 5 (April–May 1943). Made up of 43 merchantmen escorted by 16 warships, it was attacked by a pack of 30 U-boats. Although 13 merchant ships were lost, six U-boats were sunk by the escorts or Allied aircraft. Despite a storm which scattered the convoy, the merchantmen reached the protection of land-based air cover, causing Dönitz to call off the attack. Two weeks later, another slow convoy saw at least 3 U-boats destroyed and 1 U-boat damaged for no losses.

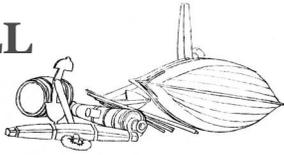


Faced with disaster, Dönitz called off operations in the North Atlantic, saying, "We had lost the Battle of the Atlantic." In all, 43 U-boats were destroyed in May, 34 of them in the Atlantic. This was 25% of the German U-boat arm's total operational strength. The Allies lost 58 ships in the same period, 34 of these (totaling 134,000 tons) in the Atlantic.

Next issue: Analysis of why the Allies were able to turn the tide in mid-1943.



SHOW AND TELL



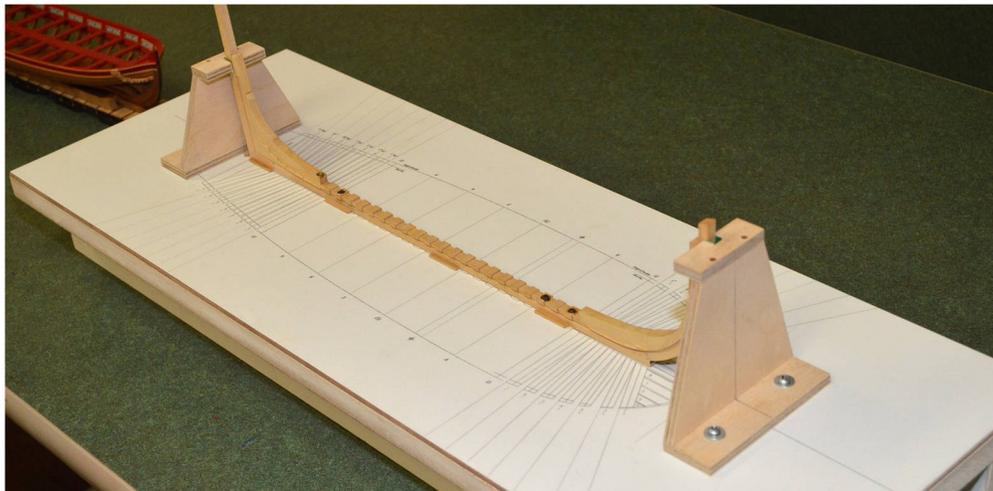
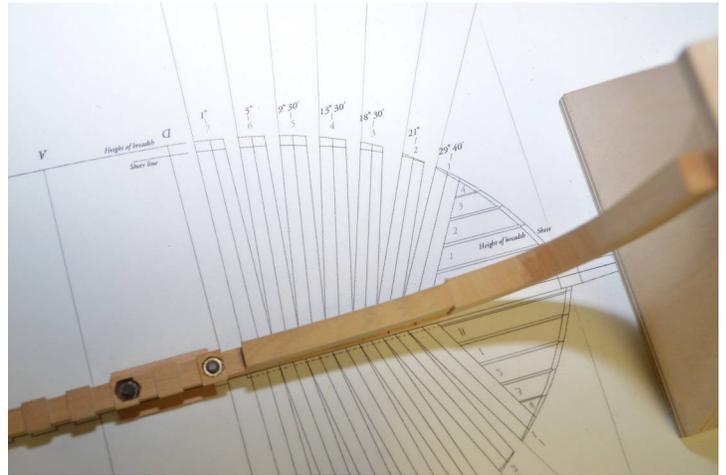
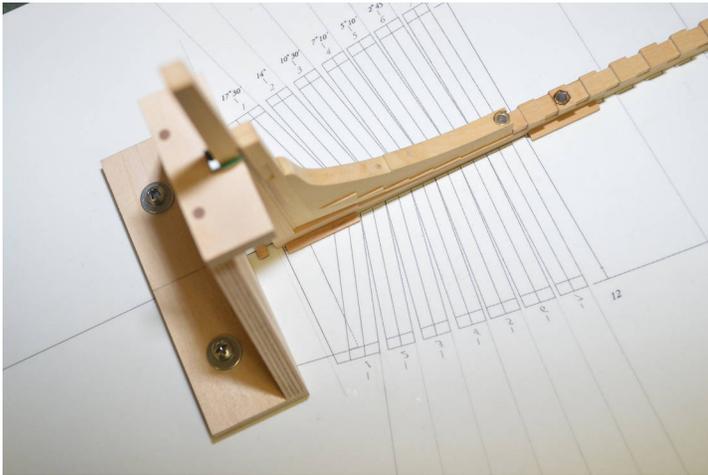
The prototype of **Chuck Passaro's** new Queen Anne Barge kit from Syren Ship Models is just about complete. Chuck is finishing the decorations for the hull, taffrail and wash boards. As you can see from the photos, they are exquisite. He carved several of the decorations from a material called [Sculpey](#). There are three grades of Sculpey, medium, firm, and Sculpey III. Sculpey III is too soft; firm is a little too tough to work. Chuck prefers medium. He hardens the Sculpey in an oven preheated to 200 degrees (**and no hotter than 225**). Hotter than that and the small pieces will burn. Note, however, that many ovens start with 350 degrees. A hair dryer could also work. Tom R. suggests putting the part in a dish or pan in a pot of boiling water. Chuck hasn't tried that. For the kit, Chuck will use the carved parts to make resin castings. For his prototype, the plan is not to paint these – instead he will be using weathering powders from Micro-Mark. Color scheme for the barge will be desert sand, gritty yellow, and white. After the colors are applied, Chuck will spray them with matte fixative to cement the powders. This process gives a good representation of boxwood.



SHOW AND TELL



Since we last saw **Mike Rogers'** 1760 *Hayling* model, Mike has installed the rising wood on the keel. The rising wood was rebated to receive each floor of the frame. Mike modeled this following the actual practice in which two pieces were scarfed together. He did all this using a mill. Although it was somewhat tedious, Mike said that it went a little faster than he thought, and it gave him more control than trying to complete the task with a chisel. Mike used end mills to do this. Chuck and Ossie Thalmann suggested that a four flute would work better in this process than a two flute because the four removes less material during each pass and minimizes tear out. Ossie pointed out that you would use a two flute if you wanted to square off the bottom of a hole. Mike glued down the rising wood, then copied the method that he employed in fixing the model to the base, using 6-32 threaded bolts in four places. Coming along very nicely, Mike.



On the Road

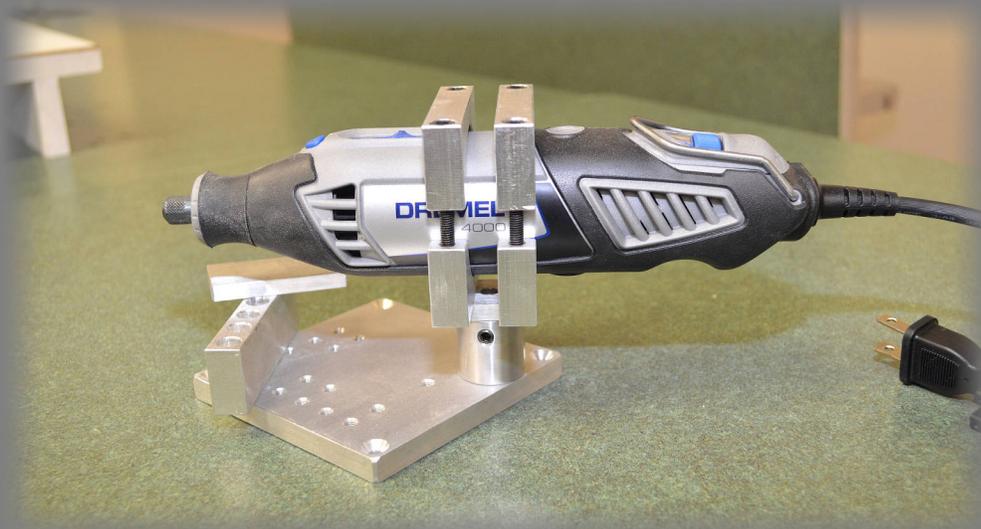
If you happen to find yourself in Boston, here's a location you might want to check out. [The Lannan Gallery](#) at the Boston Design Center in South Boston (across the water from Logan Airport), has a fine collection of nautical blueprints, models, charts, paintings and nautical antiques. The gallery is within an area called "Market Stalls" on the 2nd Floor, in the west wing, suite 203. Hours are 9-5 Monday through Friday. Merchandise at the gallery is not cheap. A pair of port and starboard

lanterns will cost you \$395. A simple Chinese Sampan model goes for \$775. A model of the schooner *Atlantic* runs \$5,395. But, of course, browsing costs you nothing. And it does give you a chance to compare your work against commercially available pieces to get an idea what your creation might fetch on the open market.

Thanks to Barry Rudd for bringing this site to our attention.

TOOL TIME

New member Ryland Craze brought a fixture that allows clamping a Dremel tool to the work table so that you have both hands free. The fixture is fabricated from aluminum and can be attached to the table with a clamp or screws. Ryland pointed out that this converts your Dremel into a lathe of sorts and would be helpful in making items like the belaying pins that Mike Rogers demonstrated. The fixture is manufactured and sold by [Vanda-Lay](#). It goes for \$59.95 + \$10.00 S&H.



The Ship Model Society of New Jersey

The Broadaxe is published monthly by The Ship Model Society of New Jersey (SMSNJ), a nonprofit organization dedicated to teaching and promoting ship modeling and maritime history. Membership dues are \$25.00 for the first year and \$20.00 per year thereafter.

Visit our Web Site at: <http://www.shipmodelsocietyofnewjersey.org> where a web version of *The Broadaxe* can be found. *The Broadaxe* is distributed by both US mail and email in PDF format.

Regular meetings are held on the fourth Tuesday of every month at 6:45 PM, at the Roseland Free Public Library, 20 Roseland Avenue, Roseland, New Jersey. Guests are always welcome.

Contributions to *The Broadaxe* are always welcome, and SMSNJ members are encouraged to participate. Articles, shop hints and news items may be submitted directly to the Editor as typed manuscript or electronic files, either on discs or by email. Handwritten notes or other materials will be considered depending on the amount of editing and preparation involved.

The Broadaxe is edited by Steve Maggipinto. Your ideas and suggestions are always welcome. Please submit them to Steve Maggipinto at stevemagg@optonline.net.

If any member would like an email copy of the roster, please drop a note to Tom Ruggiero at the email address listed below. If there is an error in the roster let Tom know and the roster will be amended. Please make sure that your spam filter is not blocking emails from Tom because if it is, you won't get member bulletins. You can eliminate the filtering by adding Tom's email address to your contact list. Please keep the secretary informed of any changes so that the roster can be kept current. If you would like a printed copy of the roster, please send a SASE to Tom Ruggiero at the address below and one will be mailed to you. Rosters are also available at the monthly meetings.

Please keep your contact information up to date. Your email address is particularly important because that is the main avenue of communication for club announcements. In case of emergencies such as last-minute cancellations due to weather, emails will be sent to the members.

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